

LANSBURG & BRO.
Washington's Favorite Store.**Boys' Clothing
at 50% Off.**

That means less than cost. It also means the greatest clearing sale ever inaugurated. We have determined upon expedient measures to make a complete clearance of every boy's Wash Suit or Pants in stock. Take the elevator to third floor tomorrow for these big bargains:

Wash Blouse Suits.

All 65c, 75c, and 85c values to be closed at
39c suit.
All \$1 and \$1.25 values,
50c suit.
All \$1.50 values, extra good qualities,
69c suit.
Our line of \$1.75 and \$2.00 values,
99c suit.

**Boys' Double-breasted Wash
Suits.**

A line of fine \$1.50 and \$1.75 Cheviots at
89c suit.
Our \$2 Cheviot and Crash Suits, to close at
95c suit.

45 Boys' Wash Coats reduced to**25 cents.****58 Men's Wash Coats to go at****35 cents.**

A line of the Colored Percale Waists,
with collars, 50c values,
39 cents.

All our 25c Caps and Hats,
12 1/2 cents.

Lansburgh & Bro

420 to 426 Seventh Street.

We close at 5 p. m.

Saturdays at 1 p. m.

It will be many

A long

Day before

You will

Again have

The chance to buy

Furniture, crockery,

And house furnishings,

At such grand

Discounts—and on

Easy weekly or

Monthly payments.

GROGAN'S

Mammoth

Credit

House,

817, 819, 821, 823 7th St. N. W.,

Bet. H and I Sts.

KNABE**Pianos**

Other Make Uprights at All Prices.

PIANOS FOR RENT.

Wm. Knabe & Co.,

1209 Pa. Ave. N. W.

PLAITING

Pinking, Building, and all kinds of small work.

Machines repaired and warranted, \$1.00.

At OPPENHEIMER'S, 514 1/2 St. N. W.

Painless Extraction 25c.

FREE—when teeth are ordered.

Beautiful Crowns, \$3 up.

Gold Fillings, 50c and up.

Silver Fillings, 50c and up.

DR. PATTON, Dentist,

1213 Twelfth Street N. W.

**For 20 Cents
a Day**

We will sell you a fine square piano, in thorough repair. We guarantee every piano we sell and if it is exchanged within one year at its full value. Write for particulars. This is a bona fide offer.

DROOP'S MUSIC HOUSE,

925 Penna. Ave.

Steinway and Other Leading Pianos.

People Come Miles

To have us extract their teeth by our new process, so they need not pay when we are called for you much more. We get many letters like this: "The new process of the Dr. Dentist used in extracting my teeth was wonderful. I felt no pain whatever. J. W. PERRYMAN, Contractor and Builder, Landover, Md." Call now, while the weather is favorable.

VERO DENTISTS,

Over Davis' Hat Store, 12th and Pa. Ave.

ENTRANCE ON 12TH ST.

Opposite Baker Hotel.

Hours, 8 a. m. to 8 p. m.; Sundays, 9 to 4 p. m.

ROYAL Baking Powder.

Highest of all in leavening

Strength.—U. S. Govern. Mfg. Report.

PAINE'S CLEVER COMPOUND

ELEGANT PRESENTS For PREMIUM STAMPS

KING'S PALACE,

812-814 7th St. 715 Market Space.

UNJUST RAILWAY RATESEvils of Discrimination Discussed
by Edward A. Moseley.

The Secretary of the Inter-State Commerce Commission Tells the National Hay Association That There is No Adequate Remedy in the Absence of Proper Legislation.

BALTIMORE, Aug. 17.—Edward A.

Moseley, Secretary of the Inter-State Commerce Commission, told the members of the National Hay Association yesterday

a few interesting things about railroad rates and pointed out the evils which exist in the matter of exorbitant charges, which, as matters now stand, the commission is powerless to remedy.

Mr. Moseley's remarks were applauded heartily, and after he had finished he received a vote of thanks from the convention.

"The ideal system of railroad freight rates," he said, "is that one which produces the greatest revenue from the greatest amount of traffic shipped between the greatest number of places by the greatest number of consignors to the greatest number of consignees. With such rates in force the carrier obtains adequate compensation and the movement of commerce is truly untrammelled and free."

"That system of freight rates which operates to diminish the number of shippers or consignees, build up particular localities and retard the growth of other localities, must inevitably, in the long run, produce the same end, produce overhauling industrial and business monopolies and reduce to a minimum the number of markets of supply and distribution."

"The people of the United States expected in 1887, when the Inter-State Commerce law was passed, that inter-state commerce would be conducted on a basis of reasonable and just to all shippers and consignees and to all localities, or that the rates would be summarily regulated by the Inter-State Commerce Commission under the powers granted by that act."

"They declared in that statute against wrongful preferences and exactions of every nature, name, and kind, and when any such should be discovered the Commission was required to order the carrier making them to cease and desist from the illegal charge or practice."

"The people believed that authorizing the Commission to forbid an unlawful charge, carried with it the power to forbid the making of such charge and to compel the carrier to 'cease and desist' entirely from charging any other rate than such as it might be found to be lawful."

"The Commission acted upon that belief for ten years, and until the question was raised in the courts the carriers themselves acted upon that belief."

"What the Court Said."

"Now this was all wrong. The Supreme Court of the United States said in 1897 that the Commission may condemn a rate which it finds to be unreasonable, but it cannot order the carrier to 'cease and desist' from charging some other unreasonable rate or to cease and desist from charging more than a rate found to be reasonable."

"The rate on hay from St. Louis to Baltimore may be unreasonable, and in a case brought by a carrier until the courts may find it so, but if it does it can only forbid that particular rate. The carrier is at liberty to make only the slightest reduction and claim it has satisfied the law."

"The complaining shipper must keep on complaining and litigating and the Commission must keep on questioning the carrier and issuing orders until at last a reasonable rate shall be secured. This is the law as passed by Congress in 1887 and defined by the Supreme Court of the United States ten years later."

"But this is not all. When the Commission issues an order, that order need not be obeyed by a carrier until the courts compel it to do so. Application to enforce the order must be made to the circuit court of the United States, and either party may appeal from the decision of that court to the circuit court of appeals and again to the Supreme Court. These cases have averaged about four years in the courts before final decision has been rendered."

"Take a rate of 20 cents on hay from St. Louis and assume the Commission has found it to be unreasonable. The carrier need not obey that order until the courts compel it to do so after four years trial in the courts, and if required to obey it, the carrier need only reduce it say 1 cent."

"Now, assume that 19 cents is a reasonable rate. It would require under that procedure ten suits in the courts of forty years to secure the enforcement of a reasonable rate of 10 cents on hay from St. Louis."

"It is true also that the commission has no power to award reparation for reasonable rates. If it cannot order a carrier to charge in the future the rate found to be reasonable it can give the complainant damages for the wrong resulting from the unreasonable charge, and such damage would be the difference between the unreasonable and the reasonable charge."

"A shipper has always had such right of recovery at common law, but no one has ever pointed out a case of recovery of damages at common law for the exaction of an unreasonable rate. The law reports will be reached in vain for any such proceedings."

"Senate bill No. 1439, known as the Cram bill, which would give the commission more power, was at the last session of Congress reported adversely by a vote of 5 to 4 by the Senate Committee on Interstate Commerce. But the bill was placed upon the calendar, and it is there in shape to be acted upon at the next session of Congress."

"Hard to Remedy Wrong."

"It is a melancholy fact that remedies for public wrongs are not easily obtained in our country. Here is a great remedial statute which practically the people believe to have been wisely enacted, which has become inoperative in its most important respects through defects brought to light by judicial interpretations."

"With a popular legislature, such as our Congress is, a majority of each branch, 46 in the Senate and 173 in the House, must not only be secured, but the measure must run the gauntlet of the regular committees and receive the approval of the steering Committee or Committee on Rules, to say nothing of the many futile pitfalls which may be dug for it in legislative practice."

"The people are gradually awakening to the enormity of the transportation abuses which, in the absence of any effective legal restraint, are increasing yearly in number and working out with amazing rapidity a system of absolute industrial monopoly before which all individual business enterprises must succumb, unless labor makes a plea for employment at any prescribed rates and at which consumers throughout the land must pay constant tribute."

"About one-tenth of all the wealth of this country is said to be invested in our 192,000 miles of railways. The other nine-tenths are invested in homes, lands, and the business enterprises which produce

railway traffic or operate in various ways to call for its movement.

"The railways acquire in their charters the right to take and use private property for the purpose of performing a public service with proper facilities at fair compensation. Today certain persons, assuming to speak for all the railways of the country, are contending that all those who in one way or another must depend upon the railways in the transactions of trade and the movement of commerce—the other nine-tenths of the nation's wealth—shall have no adequate remedy for unreasonably high or wrongfully discriminating railway charges. That is the essence of the opposition to the Cullum bill."

"As a general rule quasi-public corporations in this country exercising powers conferred upon them by the Government are permitted to take only such charges for their service as are prescribed by law, railroads constituting the only exception which I call to mind. What is this double exception should be made I cannot conceive, and I know of no good reason that can be assigned."

"My object in calling your attention to the unsatisfactory condition of the present law is that you may to some extent realize the necessity for combined and positive action in behalf of the people's interests, to the end that the law may be properly amended and these evils arrested before they become permanently fastened upon us, and escape and relief become impossible."

A Few Sample Rates.

"I desire to place before you a few rate comparisons, which will show, I think, that railway rate-making is not an exact science of which those engaged in it are the only true exponents. It is well understood that such rate is generally given to a commodity as the traffic manager understands it will bear. Cost of performing the service has little to do with the rate. The rates are from Baltimore, Md., to Chicago, Ill., and are as follows:

Box of check springs, 100 lbs. \$0.67

Box of iron castings, 100 lbs. \$0.32

Box of stationery, 100 lbs. \$0.27

Box of wrapping paper, 100 lbs. \$0.27

Box of base hings, 100 lbs. \$0.27

Box of iron hings, 100 lbs. \$0.27

Box of type set in form, 100 lbs. \$0.27

Box of glass ware, 100 lbs. \$1.31

Box of glassware (other than above), 100 lbs. \$0.27

Box of granite, 100 lbs. \$0.27

Box of iron skillets, 100 lbs. \$0.27

Barrel of whisky, 400 lbs. \$2.38

Barrel of mineral water, 400 lbs. \$1.88

Class rate, C. L., 20,000 lbs. \$14.90

Class, common, C. L., 20,000 lbs. \$4.90

Box of clock springs, 100 lbs. \$0.67

Box of iron castings, 100 lbs. \$0.32

Box of stationery, 100 lbs. \$0.27

Box of wrapping paper, 100 lbs. \$0.27

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"Hechts' Greater Stores,"

513-515 Seventh Street.

2,000 men's \$1.00 and \$1.25

shirts 56c.

The new men's furnishings buyer starts

off by purchasing this great lot of men's

negligee shirts and offering them at half

and less than half price.

The lot embraces white washable silk-front shirts; Sea Island

and percale shirts, and madras shirts, the latter two in a large

variety of desirable patterns, and with a pair of detachable cuffs.

It is by far the best shirt offering of the season, because the

shirts are from the best shirtmaker in this country, whose pro-

ductions are recognized as the most perfect fitting and most thor-

oughly made to be had.

56 for your choice, and no store could possibly buy them

earlier in the season to sell at a profit for less than \$1 and \$1.25.

600 pairs men's 50c suspenders, 19c.

They were samples—the maker's traveling representative's

samples from which they took orders. They turned them in and

we bought them to sell for 19c, though they're the best 50c sus-

pender you ever bought.

700 \$2 wrappers, 98c.

Just exactly 700 ladies' wrappers made of the very finest quality Sea Island

percale will be put on sale tomorrow morning at 98 cents. These are the same

wrappers as are sold by every store for \$2—all high-grade garments; with very

fine waists; very stylishly made and in medium colors. The selling tomorrow

at 98 cents should be immense.

All white shirt waists now 98c.

It is really a shame to sacrifice the white shirtwaists as we are now sacrific-

ing them, but so matter—out they go. Means the greatest bargain you've ever

been offered in shirtwaists—means that you get the handsomest white India

linons, etc.; trimmed most stylishly with embroidery, and lace and inserting

which cost up to \$2.50 for 55 cents—less than it would cost you to have them

made up.

Child's \$1 white dresses, 50c.

A lot of children's pretty white dresses; in sizes from 6 months to 2 years

including some infants' slips which have been selling at \$1 will be closed out

at 50c. The dresses are slightly soiled, but the quality is good, and you will

not be disappointed. Most of them are of this name-

sook with dainty yokes and daintily trimmed. Choice for 50c.

HECHT AND COMPANY,

513-515 Seventh Street.

THE FOREIGN WHEAT CROP

Reports Generally Favorable Ex-

cept in India and Russia.

The Record in Argentina Equal to

That of the Best Previous Years.

1898-99. While Exports Have

Largely Increased—Conditions

About Normal in Australia.

Reports of the foreign wheat crops are

generally favorable from all over the

world. India and Russia report short

crops in certain districts, but elsewhere